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AIRWORTHINESS NEWSLETTER

For Inspection Authorization Holders, A&Ps and Repairmen

Larry E. Dalrymple—Manager

James H. Tupper—Airworthiness Supervisor

February 2001

INTRODUCTION

February will soon be here, so producing a newsletter is the first order of business. We hope everyone had a pleasant Holiday Season and that the New Year is treating you well. Remember that this publication is for you, the maintenance professional. Your compliments, criticisms, and ideas are important in keeping this publication informative, interesting, and helpful as you go about your vital tasks. We also appreciate the articles you have submitted and encourage your continued participation.

You may have noticed that Hugh McLaughlin's name is missing from the above headline block. He "deserted" us to become Manager of the Anchorage FSDO. Congratulations, Hugh!

IA's—don't forget to renew in the month of March. Enclosed with this Newsletter is FAA Form 8610-1, Mechanic's Application for Inspection Authorization. If you plan to renew by mail, include FAA Form 8610-1 and FAA Form 8310-5, mail to the address above, and please print "IA Renewal" on the outside of the envelope.

IA RENEWAL SEMINARS

Aviation & Electronic Schools of America will conduct an IA Refresher Course on **February 27, 2001**, in Fairbanks. No specific location has been announced at this time; call (800) 345-2745 for specifics. A Certificate of Completion from this course will fulfill the requirements for renewal by training.

Thanks to your suggestions and comments, the Fairbanks FSDO and the University of Alaska Fairbanks Aviation Science Department will sponsor and conduct an IA Refresher Course on Friday, **March 16, 2001**, from 8 a.m. to 5 p.m. at the Hutchinson Career Center in Fairbanks. The Hutchinson Career Center is located on Geist Road across the street from McDonald's. The course will include these topics: basic electricity, avionics troubleshooting, back-to-basics issues, maintenance factors in accidents, and other subjects of interest to maintenance professionals. A Certificate of Completion will be provided and inspectors will be available to renew your authorization. Call George Earp or Jim Tupper at 474-0276, or check the web page for further information. We have not conducted a Refresher Course for several years, and are hoping to make this an annual event once again.

INSPECTORS

The inspector ranks continue as they were in our August Newsletter with one exception. Ed Bentley came back to us for a short time; however, his health problems flared up again and he had to return to the warmer climate of Arizona.

Fairbanks Airworthiness Inspectors:
James H. Tupper - Supervisor

George W. Earp

John Q. Gamble
Caleb A. Glick
Harley A. Holt
Eric L. Jones
Hugh A. Keith

Steve Ketzer, Jr.
Cary J. Meier
Kenneth C. Thomas
John S. Sims

You may contact them by phone at (907) 474-0276, or by email using the following format: first name.middle initial.last name@faa.gov. No spaces, no caps. If you have questions or a problem, give them a call. They are here to help you!

SUBJECTS FOR UPCOMING A/W SAFETY MEETINGS

- Super Cub Seminar, Fairbanks, February 21, 2001
- Maintenance Factors in Accidents
- Continental Engines

If you would like to see a particular topic highlighted at a safety meeting, simply contact George Earp, A/W Safety Program Manager, and he will do his best to make your meeting idea a reality. Also, if you have any questions about the Safety Program, or have a burning desire to make a presentation on a subject of interest to you, George will be glad to hear from you.

AD's OF SPECIAL INTEREST

(The following are paraphrased excerpts from the October 2000 issue of AC 43-16A)

Lycoming Oil Filter Adapter Gasket

In our last issue, we mentioned Lycoming mandatory Service Bulletin No. 543 that referred to leaks around oil filter adapter seals on certain engines. The FAA issued Emergency **AD 2000-18-53**, dated September 5, 2000, that deals with this subject and applies to a number of engines. Please check the AD for the applicable engines.

Same Problem, Different Manufacturer?

It is interesting to note that **AD 96-12-22** was issued on July 31, 1996, for oil filter adapters which were manufactured and approved by Cessna for use on Continental engines installed on their aircraft. The adapters were made available to the public and were installed on various other aircraft using Continental engines via the field approval process. The AD was issued because of the possibility of the adapter becoming loose and/or separating from the accessory case. Many of the adapters were installed on Continental engines used on other than Cessna aircraft. The real problem is that the AD is listed in the Appliance section and issued for "Cessna Aircraft Company" so adapters installed on **other than Cessna Aircraft will not be found**. The only way to be sure is to physically check the part number on the oil filter adapter to determine if the AD applies and, if so, a maintenance log and AD log entry should be made to annotate the finding for future inspections. **The bottom line is that the AD may apply to any aircraft, not just Cessna.**

JanAero Combustion Heaters, Models B1500-B4500

Several reports have been received regarding fuel leaks in subject heaters installed on Chieftains. The leaks are from the fuel pressure regulators (see **JanAero Service Bulletin No. A-107** for affected part numbers) and exit from the case at the point where the wiring enters the case. Needless to say, this is an extremely hazardous situation and the heaters should be checked for leaks at every opportunity. No AD has been issued as yet, but one is pending.

Blind Fasteners, Screws, and Wiring

Provided by Hugh Keith

A smoke-filled cockpit and an emergency landing were the result of attaching a document holder to the wall of a MD-80 with screws, which eventually caused chaffing and a short circuit. The resulting electrical overload welded several heavy gauge wires together, tripped four 50-amp circuit breakers, and blew a fist-size hole in a panel behind the jump seat. The NTSB is investigating. The moral of this story is make sure you know what's behind a wall, panel, etc., before inserting a drill, fastener, or anything else. The results of not doing so, could be shocking or worse.

In Closing

Compared to our last Newsletter, this one is rather short since we wanted to get it out early to announce the IA Renewal Seminars, so you can make your plans to attend. We all miss Steve Ketzer's Q&A's. Steve is working on material for the IA renewal seminar that we are sure you will find interesting and informative. His Q&A's will return in future issues. Since we can't mail to all of the A&Ps in our district, when you have finished reading this Newsletter, please pass it on to one of your A&P buddies. Hope to see you at the IA renewals!

'Till next time--

